

JOLIET JUNIOR COLLEGE
ORAL HISTORY PROGRAM

BRUCE D. CHEADLE

R
977.32
C4100





R
977.32
C410.

JOLIET JUNIOR COLLEGE

ORAL HISTORY PROGRAM

INTERVIEWEE AGREEMENT

This manuscript numbering pages is a transcript of one or more tape-recorded interviews with me. Any reader should bear in mind that he is reading a transcript of my spoken rather than my written word.

It is understood that the Joliet Junior College Learning Resource Center will allow others to read and utilize this manuscript and/or the tapes from time to time in connection with the educational purposes of the College and in accordance with the usual standards of the Learning Resource Center.

I hereby give and grant to Joliet Junior College as a donation for such scholarly and educational purposes as the College shall determine the full use of this information.

Understood and agreed to

Interviewers

Thomas J. Bummernow
(signature)

(signature)

(signature)

2-23-78
(date)

Interviewee

Bruce D. Cheadle
(signature)

(address)

Lockport 300, 68441
(city & state)

2-23-78
(date)

This manuscript is hereby made available for research in accordance with the conditions set forth in the Interviewee Agreement. All literary rights in the manuscript, including the right to publications, are reserved to Joliet Junior College. Persons wishing to quote any part of this manuscript must obtain written permission from the Director of the College Learning Resource Center.



Digitized by the Internet Archive
in 2020 with funding from
Joliet Junior College Library

<https://archive.org/details/cheadlebruced00joli>

TABLE OF CONTENTS

| | |
|-------------------------------------------------------------|----|
| Development of Dellwood Park. | 1 |
| Streetcars to Dellwood Park | 3 |
| Closing of Dellwood Park. | 4 |
| History of Electric Railroad Enterprise | 5 |
| Electric lines in Joliet. | 6 |
| Electric lines (Aurora, Plainfield, Troy, Geneva) | 6 |
| Abandonment of inter-urban services | 9 |
| Recollections of Dellwood Park. | 9 |
| McDonald family | 10 |
| History of Will County Printing Co. | 11 |
| Electricity at the McDonald Home. | 13 |
| Index | 15 |

INTERVIEWEE: Bruce D. Cheadle

INTERVIEWER: Thomas G. Brimmerman

INTERVIEWER: This is an interview with Mr. Bruce D. Cheadle for the JJC Oral History Program by Tom Brimmerman at 305 E. 11th Street, Lockport on February 24th at 7:12 p.m.

CHEADLE: Would you like to talk about Dellwood Park?

BRIMMERMAN: Yes.

CHEADLE: Well, without some research I can't give you exact dates, but this was a farm land owned by the Sears family, no relation to Sears Roebuck, and they sold it to the Chicago and Joliet Electric Railway Company soon after 1900. Now the railroad company bought this park to make a recreational place out of it to attract riders to their electric carline, which extended to Chicago at Archer and Cicero Avenues. It also was adjacent to the large town of Joliet. Somewhere around 1904 they developed this land. They made what was called a scenic railway, a roller coaster, by reason of the rather deep canyon that Fraction Run Creek had cut into the landscape, so that the gravity run of the cars went down into this canyon and came around and was finally pulled up again. This was called the scenic railway ride, very, very popular especially with young girls and boys who went on this down through the dark canyon--many dark places were frequently necking places. It also had a merry-go-round, and part of the park was fenced off for Chautauqua grounds where people pitched their tents for some 3 or 4 weeks of Chautauqua. Now the disappointment of the park was the creek, Fraction Run Creek. The company dammed the creek right at the road--what is now

known as Route 171, formerly 4A, or just Joliet Road. They put a dam there that backed it up, oh, it's hard to be measured, about a thousand feet anywhere or more to where a second dam was erected. The second dam made a pool in the Chautauqua ground. Those who attended Chautauqua had boating there. In the lower part, the lower pool was for anybody in the park who went to the boathouse, rented a boat and could row around the pool. The disappointment was that the limestone strata underlying the pools was not impervious and the pools would leak. They would finally drain the upper pool to keep the lower one full and even that would begin to drop down and leak through the limestone crevices. They put a pumping station down below in the small cofferdam. This pumping station would pump the water out back into the top as fast as it came down and thereby, they were able to keep the water mostly to the top.

Chautauqua, for those who don't know it, was an organization that brought speakers, concerts, dancers, all kinds of things to the people in the summer, who saw the summer program. Dellwood built an auditorium, a circular structure without posts that would hold 5,000 people, with a big stage. These were well attended. Chautauqua ran until somewhere around 1913 or 14 as my recollection goes. I didn't go there much the later years when I was older, but it was quite popular. William Jennings Bryan was a star speaker and Sousa's band; others I can't remember because I was young then. Various speakers came and sometimes dancers, sometimes a road company for a drama--very well attended. The Chautauqua ground was all fenced in. You had to go through a gate and pay your entrance. The people who rented it for a tent had free tickets for the programs. The streetcar company ran a carline up the hill, Dellwood Park is on a sloping hill, they ran the carline up where the driveway now is so people were taken up to the very gate of the Chautauqua. From there

they would walk down to the auditorium. A midway ran south into the park as far over as the scenic railway station or even further down to the boat station. The carline also had a platform down on the highway; now 171. The station between the tracks had a tunnel for people to walk from the station down under the roadway, under the tracks and up into the park. It was quite a pleasant place; fenced in; well lighted at night. The water tower, for the water supply was festooned with electric lines, could be seen all over the countryside. In fact, where we're sitting now, this address, on a quiet summer night, if the wind was a little bit in the northerly direction, you could hear the band playing, West's band, named for the director, West. This West's band was quite popular and played popular tunes and some classical music. It was very close by to the scenic railway station. The park was very popular, from Joliet street cars, and there were Birney cars. Birney cars are four-wheel vehicles which rock up and down. Birney cars ran up into the park from Joliet, oh, every five minutes. Now, the big streetcars on the line into Chicago, as I said to Archer-Cicero, on Sundays or holidays when Dellwood Park was an attraction, ran from Chicago down to Dellwood and they would back up on the crossover, south of the park, and run up into the park and take carloads of people from Chicago right up into the park. On a pleasant Sunday afternoon you'd see Chicago cars coming down every fifteen minutes and going back at night the same way. Finally the thing got so big and traffic was so great that the Alton Railroad, which runs down below the bluff, clear down along the bank of the I & M Canal, right adjacent to Dellwood Park, built a platform down there and brought trainloads of people out.

Various groups would have picnics, and a whole trainload would come down, more than the streetcars could handle. The trains went on to Joliet, turn around and be up at the stop there a certain time of night to take the people back again. There'd be thousands of people there on a nice summer night.

Now, I'm not exactly sure when Dellwood was finally closed, but the Chautauqua faded out and the park just became an amusement, a recreation park. There was a movie theater, a merry-go-round, dance hall, the scenic railway, the band and boating. Later they turned the auditorium into a dance pavilion. If I remember the dance pavilion occupied the whole area. I never danced there, but I've seen people going there, and on a summer night it was very beautiful. The band occupied the old stage. With Lockport and Joliet nearby, not only streetcars but autos brought hundreds. That was very popular, but gradually the thing disintegrated; other dance halls were developed to attract people and then gradually faded out. Finally, the park was idle and vacant for a good many years, until Lockport Township Park District was formed about 1944 and one of the bases for forming it was they would buy Dellwood Park, and you can now see it. The fences were removed, the old tunnel under the road is gone, the pools are empty. The dams are there, opened, the old bridge over the second dam is still there, a crossover, and the creek is about 50 or 60 feet below. There's no recreation or entertainment there--just a park district with its facilities. The park district bought some of the land east of there and built the Milo Dennick swimming pool and recreation center. That goes clear to Lawrence Avenue, called High Lawrence Road. Fraction Run Creek runs down through there and into the park.

Today, of course, the streetcars are gone, always a pity, and the only public transportation service is a bus every hour from Joliet to Lockport and back and a couple of buses to Chicago up Route 171. Regularly, winter and summer, there were fifteen minute streetcars, Lockport to Joliet, from about 6 in the morning until 10 at night and finally an owl car at 11:45. All the different routes in Joliet lined up at the station at Clinton and Ottawa Streets and then you could transfer to one or the other. Cars remained about fifteen minutes and they all pulled out at 11:45 at night, that is, Joliet city routes to Lockport.

The railway even accommodated theater goers in Joliet. The old Joliet theater, of course, is long gone, made over to offices. It was at the northwest corner of Clinton and Chicago Streets, and Uncle Tom's Cabin was a play I saw as a boy. Streetcars would line up there about the time the theater would be out so everybody could get a ride home on the streetcars, because there was no other transportation unless you called what was known as a cab or a hack, or you had your own horse and buggy; everybody rode the streetcars. Oldtimers think they were a lot more convenient than autos are today, with parking problems. No matter when one waited for a streetcar, you couldn't wait longer than about 12 minutes, and you could even beat that because there was a Chicago car every hour which made 5 cars an hour between Lockport and Joliet. The Chicago cars, of course, had limited stops.

A little bit of other history--since we're talking about the park--was the Electric Railroad Enterprise. Originally it was intended that Chicago cars from Joliet would go down Archer Avenue and turn right up State Street in Chicago, so that you could get off in front of Marshall Field store from Joliet. Mechanically it could have been done, but the Chicago Surface Lines, predecessor of the CTA in Chicago, a private

enterprise, wouldn't give them a franchise to do that. So a terminal was built at Archer and Cicero where the Joliet cars coming along each side the long building on one side and the Chicago city cars the other side. Passengers got off and walked through the depot and seldom waited more than ten minutes for a downtown car. C & J tried to circumvent the restriction by running over 63rd Street to the Englewood E1 line at Loomis Blvd. and Halsted Street where the Kankakee inter-urbans came in right along side to get an elevated train downtown. That project fell through; again C & J refuses franchise on 63rd Street. The C & J did hold the franchise on 63rd Street from Central Avenue to Archer, but no farther east. Now, of course, the CTA buses go down as far as 63rd and Archer.

While we're on this topic of electric lines, Joliet was quite a center. There was this line that ran to Chicago--to Cicero--rather tiresome, an hour and twenty minutes from Joliet and another 45 minutes downtown on the Surface Lines. A Chicago Heights line ran east to New Lenox, to Frankfort and elevated over Illinois Central tracks into Chicago Heights. They ran a car every hour and a half. They had their station originally on VanBuren Street west of Ottawa. Later the Heights line moved to where Fitzgerald's Furniture Company is now. Originally it was the E J & E train station there. They ran on the C & J tracks out east of Joliet until they got where that turned up the hill to the hospital, and owned their right of way out to New Lenox, out to Frankfort and Chicago Heights.

The second line was built to Aurora, through Plainfield--out towards Troy, Plainfield and Aurora. That was privately owned, a single track

with one or two switches and turn-outs for cars to pass. They ran every hour and a half, two cars back and forth. Now they, likewise, built a park in Plainfield; some remnants can be seen south of the bridge. They also had a Chautauqua building, not an area like Dellwood Park was, but a building with a stage. They called this Electric Park, because the electric line built it, and instead of tents being put up, they had little houses with floors built up to about hip height and from there up screen with a roof over it. Canvas curtains could be let down to keep the rain out. Those were rented. It was very, very popular. People would go and stay there two weeks in the summer to be out in the country. They'd drive out with horse and rig and somebody would take the rig back and they'd stay there, or then they'd go back and forth on the inter-urban. Extra cars furnished commuter services morning and afternoon, besides the hour and a half schedule. This park was even more popular because there was swimming in the DuPage River with a bathhouse and a little slide for kids. I've been in swimming at that place when we boy scouts camped in a cottage in 1915. Autos, radios and TV killed Chautauqua and programs of that kind, just as they killed off theaters. There was another park at the west end of Aurora called Exposition Park. It was quite a park with a very fine dance hall. There was a pool for swimming, and they had regular cottages you could rent. The Aurora line didn't run clear to it, but at that time there was an electric line from Aurora up to Geneva. So you could transfer to Elgin on another carline and get off at Exposition Park. That was a popular dance hall up through the twenties and into the thirties, and for some reason--just the things that happen--that died out and it is nothing but a shambles there now.

Carrying the inter-urban story a little farther, out of Joliet there was the Chicago, Ottawa, and Peoria electric line--running the biggest cars of all--sometimes doubleheaders. Boarding was at the station on Van Buren Street west of Ottawa, where they had a big car barn, only recently torn down. This line, which was a popular ride, ran down through Morris, Ottawa, and on to Starved Rock. It did not go to Peoria where intended. It went down that far beyond Starved Rock to Ottawa. These cars ran about every hour and a half; they were big cars as I said, often doubleheaders. Starved Rock was the attraction down at the other end of the line where people would go down and visit the Starved Rock; which I did when I was about twelve years old. Now that makes four lines altogether out of Joliet, not bad: to Aurora, to Chicago Heights, to Chicago, and to Ottawa and toward Peoria. Taking the Aurora line, the Elgin connecting line was a surface line and ran from downtown Aurora into downtown Geneva and Elgin. Aurora and Elgin bring another interesting service to mind. A fine third rail line who's terminal in Chicago was on Wells Street just south of Adams at Quincy, ran as much as 6 car trains to Aurora and downtown Elgin, splitting at Wheaton. After they left the third rail, the conductor got on the back--stood on the back ledge and let the trolley up. It ran downtown, so that you could ride right downtown into Aurora or Geneva or Elgin or Batavia. They had spur tracks where a car would be disconnected at Wheaton and take off for Batavia and Geneva. All I can remember is the fastest train was called the "Hotshot". It started from Chicago with 8 cars and at Wheaton it was split--four to Elgin and four to Aurora--very good service. Those were destroyed in the building of the Eisenhower Expressway.

It was necessary to remove the elevated route over which the CA&E ran.

Lockport now has only one commuter train up and down the valley--never been off--but we fought it to a standstill on three occasions. In my own opinion, people were foolish to abandon the inter-urban services, because they were convenient. The bus services out to Lockport are so infrequent that people just rely on their cars. The time may be coming when gasoline will cost so much it will be rationed, so some kind of restored public transportation will take place; that's my opinion as I look at it. Interjecting another thought: our country is now--this year--twenty-three billion dollars in trade deficit because we're buying oil from the Arabs to fuel automobiles running wastefully over the country and in commuter service. Somewhere the Arabs are going to quit taking paper dollars or as they are now doing, buying up U.S. companies. It's been calculated how many months and days the amount of imported oil is costing us--how many days it costs to buy up steel, for example. Some think that's a wonderful thing, but I wonder if nobody realizes they hold dividends, the profits.

Electric park was really the most homey place of the two of them. It was more out in the country than Dellwood, and they had a bandstand like Dellwood, too.

Dellwood recollections bring me to the house we live in. This house was built by Leon McDonald, who was mayor of Lockport twice and was I & M Canal Superintendent from 1898 until 1914 when he died. His was a prestigious job that paid 2,500 dollars until 1914 because the dollar was still a dollar. He built this house in 1904 as sort of a mansion at 305 E. 11th

Street. He had four children: Louise, the eldest; Esther, the second daughter; Donald, the elder son; and Mac, the youngest. Now our story gets back to Dellwood. After the World War started, oldsters will remember, there were military encampments started. Theodore Roosevelt was advocating military preparedness. I'm not sure, it was 1914 or 1915, the military encampment was held at Dellwood Park in the old baseball grounds. The soldiers there, of course, dated girls in Lockport, and Louise McDonald, the elder daughter, dated a soldier and married him. So that brings the story of Dellwood right where we're sitting--where she grew up as a child.

My brother courted Esther in this mansion in 1917, too. This very room we're sitting in was so called the library when he courted her. Now he did a foolish thing--he lost her out of jealousy. Mrs. McDonald, after he died in 1914, conducted occasional salons. She opened her home to the high school faculty once a week at tea. Particularly a favorite of hers was J. Percival Davis, organist at Christ Episcopal Church in Joliet--very talented man. He had a friend of his who had a sportscar. This guy liked music and had money. They would come up to Mrs. McDonald's and had tea and music and what not. She was an excellent musician, by the way, very intelligent, became a Ph. D. and conducted seminars at Columbia University. Well Arthur was courting her. These two men were older and had no designs on her of any kind, but you know, they'd be fooling around and put an arm around her or something. Arthur happened in, I guess someday, I don't know about it, so he gives her an ultimatum--she either quit associating with them or with him. She said she wasn't going to be tied with any kind of strings like that--"goodbye"! Arthur passed up I consider an excellent mate because Arthur was a pretty good musician

himself, could play Chopin and Liszt. The team of them (and he made money, worth a million dollars) could really set Lockport by its ears.

His Will County Printing Company leads us to another avenue connected with this house and also contacts the urban line. My father bought the Will County Printing Company from Allen Hawley, from whom he went to work in 1892, in 1896 or 97, that's when I was born. He had a Cottrell single revolution press with a gasoline engine to run it. He could run four pages at a time for an eight page paper. McDonald owned a printing plant where what is known as the Gossack Building is now located. It was the Moose Club building before that. And before the fire of 1895, McDonald owned it. The Northwestern Telephone Company switchboard was located on the top floor of that building. Now there was another man, named Howard, owned another printing plant down in the basement between 10th and 11th Streets. This Jim Howard conducted a little one-horse printing plant and ran the Lockport Journal in his basement printing office. Now to explain events of that day. Mr. McDonald's paper was a smaller format, printed on a Platen Press, one that opens and closes. His men had to print one side, turn it over, print the other side, refold it the other way, then print one side, turn it over and print this other side--four times through the press for four pages. These little newspapers got along somehow--local printing and a little advertising. My father, Thomas A. Cheadle, from all I know of it anyway, didn't do too well. The heyday of the small country paper making money was over; streetcar lines going to Joliet stopped the local prominence. Anyway, one day father called up Leon McDonald, who was in the canal office, now an historic museum. Father wasn't doing too well. He was, of course, having to pay off Hawley in installment payments. He called up McDonald on the new-

fangled telephone, somewhere about 1899. He said, "Leon, you know I don't think any of us printers are doing very well." McDonald said, "No, it's not very profitable." Father said, "How would it be if we got together?" He said, "Tom, sounds good to me." I'm kind of imitating his inflection of voice. "Tom sounds good to me. You go over and inventory my plant and yours and plan how we'll incorporate and how we'll fix finances, what we'll sell, what we'll buy, and set it up." He did so, and drew up a plan to incorporate--what machines they would sell off and what they would buy. They'd keep his big Cottrel Press and buy a folder attachment, whereby, as later on when in high school, I ran the paper through alone. Four pages had to be printed, so you'd run the reverse four through and they'd go through the folder and be delivered down to a device that stacked them. It was that good. I could run the whole thing through--four pages--and get it ready for delivery. So father took his plan and laid it in front of McDonald. This was an historic moment in our family. Leon looked them over. Father said, "We'll sell this, sell this, we'll get so much and we can buy our machinery. We'll put a shaft in, power all the presses." Leon said, "Fine, Tom" and they never had an argument. At this point, I don't know where it came in, but at this point because it included the plant, McDonald said, "I have an arrangement whereby we can tap the streetcar trolley line and run a line up to the 9th St. building, and I can get the power free, which they did until 1914. We had a crocker-wheeler D.C. motor, 500 volt, 5 horse power, that I turned on and off many, many a day.

Now by this time, the city of Lockport, after the disastrous fire of 1895, had erected a power and water pumping plant west of the Santa Fe

tracks. So there were poles on the streets and there were street lights being operated. Anyway, the plan was put in. They put a shaft through the building--the shaft ran north and south through the east side of the building. They had put father's gasoline engine so a power failure would not cripple the shop. I've seen it run. The power line was run and connected up to the streetcar trolley line. We had free power up to 1914, and I was working in the plant by that time. There was only one drawback. Whenever a Chicago car (those big cars had about 500 horse power motors) would come into Lockport and stop anywhere within a mile or so of the shop and start up again, the big motors took the juice. They drew so much current that our motor in the printing house would whine and growl. But then the motorman turned off quickly for emergency. Bam! Power voltage would come up and blow the fuse. When the Chicago cars ran through, we knew, because the motor would slow down with the power being taken. You see direct current, 500 volts, cannot be transmitted much over 13 miles. It just disappears. Anyway, the power station in Joliet, The Economy Light and Power Company at Jackson Street dam, furnished power and there was a regenerating station in Lemont and another one up at Argo.

Now that connects us up with inter-urban again and the house we're sitting in. McDonald built it in 1904 and wires came up from State Street, up 11th Street to this house, and he had free electric lights. The only drawback was they were wired in series circuits of ten 50 volt lights. In the printing house our wiring system was 10, 50 volt lamps. Like Christmas tree lights, if one went out you had to find it because all of them went out. This house was that way until Leon died. Now, when he died, of course, his political prerogatives disappeared, and the printing office

had to then connect up with power that was being furnished by the Sanitary District at the time. Sanitary District Power House had been built by then, and that was city power until Public Service Company of northern Illinois took over. So, this house we're living in had its lights originally wired from State Street from the inter-urban line, as the printing office did.

Well, a man named Patrick Gleason was mayor by that time. Now Mr. Gleason was a kind of a stubborn Irishman. He and the city council could not agree on a franchise, and Lockport had no electricity for several months. But, the McDonald house up here and the print shop and canal office were always lighted as were, of course, the Norton mansion on 11th Street, just a block from here which had power from Nortons Mills. So this house was always nicely lighted while residences put in gas lights. That's before natural gas was called water gas, and that had lower BTU's than natural gas. Gas lamps were similar to the present outdoor gas yard lights.

So there we have connected up with the inter-urban lines, and what they did for Lockport and Dellwood Park. Well, the streetcars are gone, and there's no more free power to this house. We're at a stage at the moment where the coal piles are diminishing by the recent miner's strike, and everybody is being asked to conserve on electricity.

INDEX

- Adams Street, 8
Alton Railroad, 3
Archer Avenue, 1, 3, 5, 6
Argo, IL, 13
auditorium, 2, 3
Aurora, IL, 6, 8
Aurora line, 6, 8

Batavia, IL., 8
Birney cars, 3
Bryan, Wm. Jennings, 2

canal office, 11, 14
car barn, 8
carline, 2, 3
Central Avenue, 6
Chautagua, 1, 2, 4
Chautague building, 7
Cheadle, Arthur, 10
Cheadle, Thomas A., 11
Chicago cars, 3, 5, 13
Chicago Heights, IL, 8
Chicago Heights Line, 6
C & J, 6
Chicago & Joliet Electric Railway, 1, 6
Chicago, Ottawa & Peoria Electric Line, 8
Chicago Surface Lines, 5
CTA, 5
CTA buses, 6
Christ Episcopal Church, 10
Cicero Avenue, 1, 3, 6
Clinton Street, 5
Coal-miners strike, 14
Columbia University, 10
Cottrel Press, 11, 12
Crocker-wheeler motor, 12

dams, 2, 4
dance pavilion, 4
Davis, J. Percival, 10
Dellwood Park, 1, 2, 3, 4, 9, 10, 14
Dupage River, 7

Economy Light & Power Co., 13
Eisenhower Expressway, 8
electric carline, 1
Electric Park, 7
Electric Railroad Enterprise, 5
Elgin, IL, 7, 8
E J & E Train Station, 6

Englewood El, 6
Exposition Park, 7

Fire of 1895, 11, 12
Fitzgerald's Furniture Co., 6
Fraction Run Creek, 1, 4
Frankfort, IL, 6

Geneva, IL., 7, 8
Gleason, Patrick, 14
Gossack Building, 11

hack, 5
Halsted Street, 6
Hawley, Allen, 11
High Lawrence Road, 4
Highway 171, 2, 3, 5
"Hotshot", 8
Howard, Jim, 11

Illinois Central Tracks, 6
I & M Canal, 3
I & M Canal Superintendent, 9
inter-urbans, 6, 7, 8, 9, 11, 13, 14

Joliet, IL., 1, 4
Joliet Road, 2
Joliet Theater, 5

Lawrence Avenue, 4
Lemont, IL., 13
Lockport, IL., 4, 9, 12, 14
Lockport Journal, 11
Lockport Township Park District, 4
Loomis Boulevard, 6

Marshall Field Store, 5
McDonald, Donald, 10
McDonald, Esther, 10
McDonald, Leon, 9, 11, 12, 13
McDonald, Louise, 10
McDonald, Mac, 10
midway, 3
military encampments, 10
Milo Dennick Swimming Pool, 4
Moose Club Building, 11
Morris, IL., 8

New Lenox, IL., 6
Northwestern Telephone Co., 11
Norton Mansion, 14
Norton's Mills, 14

Ottawa, Ill., 8
Ottawa Street, 5, 6, 8

Peoria, Ill., 8
Plainfield, Ill., 6, 7
Platen Press, 11
pool, 2, 4
Public Service Co., 14
pumping station, 2

Quincy Avenue, 8

Roosevelt, Theodore, 10
Route 4A, 2

Sanitary District, 14
Sanitary District Power House, 14
Santa Fe Tracks, 12
scenic railway, 1, 3
Sears family, 1
63rd Street, 6
Sousa's band, 2
spur tracks, 8
Starved Rock, 8
State Street, 5, 13, 14
streetcars, 3, 4, 5, 14
Surface lines (Chicago), 6

theater (Joliet), 5

Van Buren Street, 6, 8

Wells Street, 8
West, Mr., 3
West's band, 3
Wheaton, Ill., 8
Will County Printing Co., 11, 13, 14

JOLIET JUNIOR COLLEGE LIBRARY
JOLIET, ILLINOIS

